

## SUPPLEMENTAL REPORT TO THE REGIONAL PLANNING COMMISSION

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**DATE ISSUED:** October 1, 2024

**MEETING DATE:** October 2, 2024      **AGENDA ITEM:** 7

**PROJECT NUMBER:** PRJ2023-003853-(2)

**PERMIT NUMBER:** Coastal Development Permit (“CDP”) No. RPPL2023005678

**SUPERVISORIAL DISTRICT:** 2

**PROJECT LOCATION:** 14110 Palawan Way, Marina del Rey, CA 90292  
Assessor’s Parcel Number 4224-004-901

**OWNER:** County of Los Angeles

**APPLICANT:** Los Angeles County Department of Beaches and Harbors (“Beaches and Harbors”)

**CASE PLANNER:** Shawn Skeries, Principal Planner  
sskeries@planning.lacounty.gov

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### REVISED RECOMMENDED MOTION:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CONTINUE THE PUBLIC HEARING FOR COASTAL DEVELOPMENT PERMIT NUMBER RPPL2023005678 TO NOVEMBER 20, 2024.

### BACKGROUND

This agenda item is a request for a CDP to renovate an existing 700-square-foot public restroom and boat storage building, including upgrades to the public restrooms to comply with current Americans with Disabilities Act (“ADA”) accessibility requirements, and a 650-square-foot building expansion (“Project”). The Project also includes hardscape and landscape improvements.

After the distribution of the Report to the Regional Planning Commission (“RPC”) dated September 19, 2024, and the Supplemental Report to the RPC dated September 26, 2024, LA County Planning staff (“Staff”) received several additional public comments, including comments from two local boating clubs, the Los Angeles Rowing Club and the Marina del

Rey Outrigger Canoe Club, expressing concerns over the temporary displacement of the storage racks for kayaks and canoes and a desire for an alternative area for the storage of kayaks and canoes in the vicinity of the Project Site. These comments also expressed concerns regarding the widening of the sidewalk on the ocean side and concerns regarding the design of the proposed renovation of the public restroom and boat storage building, which are related to the functionality of the building.

Staff reached out to the applicant, Beaches and Harbors, and asked them to review these comments. Beaches and Harbors advised Staff that they have been actively communicating with the local boating clubs to address storage needs during the Project's construction period. Beaches and Harbors has identified some areas in the vicinity of the Project Site and are committed to exploring other feasible solutions. Given the increased concerns regarding the Project, Beaches and Harbors has agreed to conduct further outreach to address all the concerns and they request a public hearing continuance to November 20, 2024, to complete this outreach. Staff has no concerns with this request and recommends that the RPC continue the public hearing accordingly.

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Report  
Reviewed By: Rob Glaser  
Robert Glaser, Supervising Regional Planner

Report  
Approved By: M. Glaser  
Mitch Glaser, Assistant Administrator

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LIST OF ATTACHED EXHIBITS	
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EXHIBIT A	Correspondence from the public
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**Public Comment for the record on Project No PRJ2023-003853(2)  
THE “MARINA BEACH RESTROOM & BOAT STORAGE RENOVATION”**

Submitted on 9/30/2024 by Ann Payson, on behalf of Los Angeles Rowing Club (LARC)  
[ann@paysonulin.com](mailto:ann@paysonulin.com); 310-701-7799

Not the Applicant, but an interested user of the project site

**PLEASE DO NOT APPROVE THE PROPOSED PLANS FOR THE MOTHER’S “BEACH RESTROOM & BOAT STORAGE RENOVATION” as submitted.**

**Los Angeles Rowing Club (LARC) is a 200+ non-profit membership organization serving the recreational boating community of Los Angeles for over 30 years. LARC objects to the project plans as designed, and requests that Project No PRJ2023-003853(2) NOT be approved until the Applicant makes improvements/changes that will ensure the designs prioritize recreational boating in accordance with the policies of the Marina de Rey Land Use Plan, certified by the Coastal Commission 2/8/2012 (hereafter MdRLUP). LARC also requests that Applicant bring the designs into conformance with the original intent of the renovation, which is to increase boat storage capacity.**

According to the County website at <https://beaches.lacounty.gov/marina-del-rey-development/#1702351265243-4934fd78-4023> the primary purpose of the project entitled “Mother’s Beach Restroom & Boat Storage Renovation is: 1. Renovating the restrooms and building (to ADA requirements) and 2. Upgrading the boat storage area “**TO INCREASE STORAGE CAPACITY.**“ However, a review of the plans here submitted for approval reveals that a more accurate title for this project is “**MOTHER’S BEACH SIDEWALK EXPANSION & BEACH AND BOAT STORAGE REDUCTION**” *That is because instead of increasing boat storage the proposed design reduces it.*

**LARC makes the following recommendations for changes to the designs which will increase boat storage, improve access to the beach (and restrooms) and result in less congestion near the rinsing areas.**

**A) Recommendations for INCREASED BOAT & EQUIPMENT STORAGE:**

1. The proposed plan doubles the width of the current sidewalk, by expanding it 8’-6” seaward to make a Promenade and adds (non-native) palm tree planters. This **reducing the size of the beach** and requires boats to be racked closer to the water. The current racks already reach the high-tide mark, and new racks cannot be moved further into the water, so **existing racks are being shortened**. This will displace the boats stored at the beach and is therefore NOT in compliance with the **MdRLUP**. *It is recommended that any expansion of the sidewalk go in the other direction, rather than encroaching on the beach.* (See also the Proposed Plan As Built, Sheet A0.01, Enlarged Site Plans, Sheets A1.11 & A.12, the Demolition Site Plans, Sheets A2.01 & A2.02 as well as Attachment A.1 hereto).
2. The proposed plan does nothing to increase storage capacity on the asphalt. Use this opportunity to increase boat storage capacity instead. The design suggests *new* 10 ft. wide 3-tier racks where boats would be stored *2-boats to a side*. These racks are the same size as the existing racks, which do not maximize storage possibilities and therefore are not an improvement. Most boat owners do not wish to share racks with unrelated people, because the boats stored on the interior of the rack are difficult to access without risk of damage to the outside boat. This has resulted in the current inefficient storage in this area. More boats can more accessibly be accommodated by using narrower (58 in. wide) higher (4-tier) racks, and installing more of them in the same area.

This will allow storage for many more of the narrow boat types that are most commonly stored at the beach (kayaks, canoes, outrigger canoes, paddle boards etc.) (See Attachment A,2, for photos and illustrations).

3. The proposed plan reduces boat storage on the racks on the sand. Use this opportunity to provide better, more compact, but increased storage on the beach by replacing two sets of proposed racks with two 32-canoes outrigger cubes instead. Two of these cubes are already in use for outrigger canoes on the beach and comprise eight horizontal boat slots in four vertical tiers. Also replace the proposed two sided-storage lockers in the center of the boat rack storage area with single-sided storage lockers on the side of the building alongside the existing/planned path. If these changes are made it will increase and improve the boat storage on the beach (See Attachment A.3, for details and illustrations).
4. The plan proposes side-access rack storage in the new front-access LARC Oar Cabinets. Replace the side-access rack storage system with a front access system, which will allow for greater storage density, and safer and more ease of access. (See Attachment A.4 for recommendations, details and images)

#### **B) Recommendations for IMPROVED ACCESS:**

The plan proposes new 30' wide steps leading directly to the center of the beach boat storage area. All users would have improved access if the proposed "Steps and Clear Path" were replaced by widening the walkway along the Northwest side of the building. That walkway should be expanded into a wide ramp which would allow for a continuous, straight route from the parking lot along the pedestrian crosswalk directly to the beach. This is not only good for pedestrians but it is far safer for boaters carrying large and unwieldy boats. For the same reason, the shower proposed which blocks the end of the path should be moved to facilitate straight access to the beach. Keeping the pedestrian paths to either side of the beach boat-racks will also ensure that any non-boating public traffic is not directed past fragile boats which have protruding riggers or oars which could be injurious (to boats and persons alike). (See Attachment B)

#### **C) Recommendations for LESS CONGESTION:**

The plan proposes new covered patio approximately the size of a two-car garage. We question the appropriateness of this space as a picnic area. From before sunrise through sunset, boats are continuously launched, beached, hosed off, covered in canvas covers and returned to beach racks or car roof racks in this area. Indeed, the new plan puts the LARC Oar cabinets directly inside this patio. There is and will be a constant level of high traffic with large volumes of sand and water introduced into the adjacent area. It is unlikely to lead to an environment conducive to non-boater picnics or the like. In addition, we are concerned that any open, covered area of this type is likely to be appealing to homeless people, many of whom already frequent the general area because of the proximity to bathrooms and running water. Instead of putting picnic tables in an already congested area, add stairs (that can be secured at night) and create a roof/viewing deck for picnic tables that makes use of the entire building footprint. We recommend that the proposed open patio area be enclosed for a large open storage room (with garage doors opening toward the beach) to house equipment storage and lockers for boaters. (See Attachment C).

Overall add more functional items such as water hose bibs and rinse stations to relieve pressure on the available resources during periods of high traffic, rather than decorative items such as planters. (See Attachment C).

## **PROBLEMS WITH BOAT STORAGE DURING CONSTRUCTION AS IS CURRENTLY PROPOSED**

1. Construction should be done in stages to create the least amount of disruption for the people who rent space on the racks.
2. During Construction Parking Lot 9 *should be prioritized for boat and equipment storage* (in addition to staging) rather than parking. It is not reasonable to make small boat owners take boats away, and is simply a necessary cost of construction. This cost can be offset by asking that owners of boats stored in Lot 9 pay for the annual parking pass (\$125).
3. LARC & The Outrigger Club need one additional 20' long container during construction (we will pay the costs).
4. LARC still needs assurance and a plan for access to electricity to charge our cox-boxes during construction

## **NAMES OF PERSONS IN SUPPORT OF MAKING THESE CHANGES TO THE MOTHER'S BEACH RENOVATION DESIGN**

### **Los Angeles Rowing Club**

Sabrina Loesch, LARC President  
Ann Payson, JD, M.Arch LARC BOD  
Peg Moline, LARC BOD  
Gabriel Frig, LARC BOD  
Sue Phares, LARC BOD  
Karen Heard, LARC Sculling Coordinator  
John Truscott, LARC Head Rigger  
Robert Bernal, LARC member  
Ken Johnson, member  
Pablo McCabe, member  
Paul Fischer, member  
Lisa Garcia, member  
Drew Lavey, member  
Shelby Adair, member  
Haileigh Tomlinson, member  
Missy Coffey, member  
Lily Lee, member  
Brooks Ensign, member  
Roger Jackson, member  
Kavin, Bloomer, member  
Karen Hamilton, member  
Steve Weprin, member  
Carla Wohlforth, member  
Bobbie Casalino-Lewis, member  
William Archer Biggs, member  
Jake Noonan, member  
Tatiana Starostina, member  
Jennifer Botha, member  
Brian Conlon, member  
Mo Karimbek, member

Kevin Brady, member  
Lorenzo Miller, member  
Casey Corcoran, member  
Shelley Pearce, member  
Timothy Lee, member  
Mike Teverbaugh, member  
Renee Rubin, member  
Liz Wilson, member

### **iRow Fitness**

Iva Boteva

### **United Marina Rowing Association**

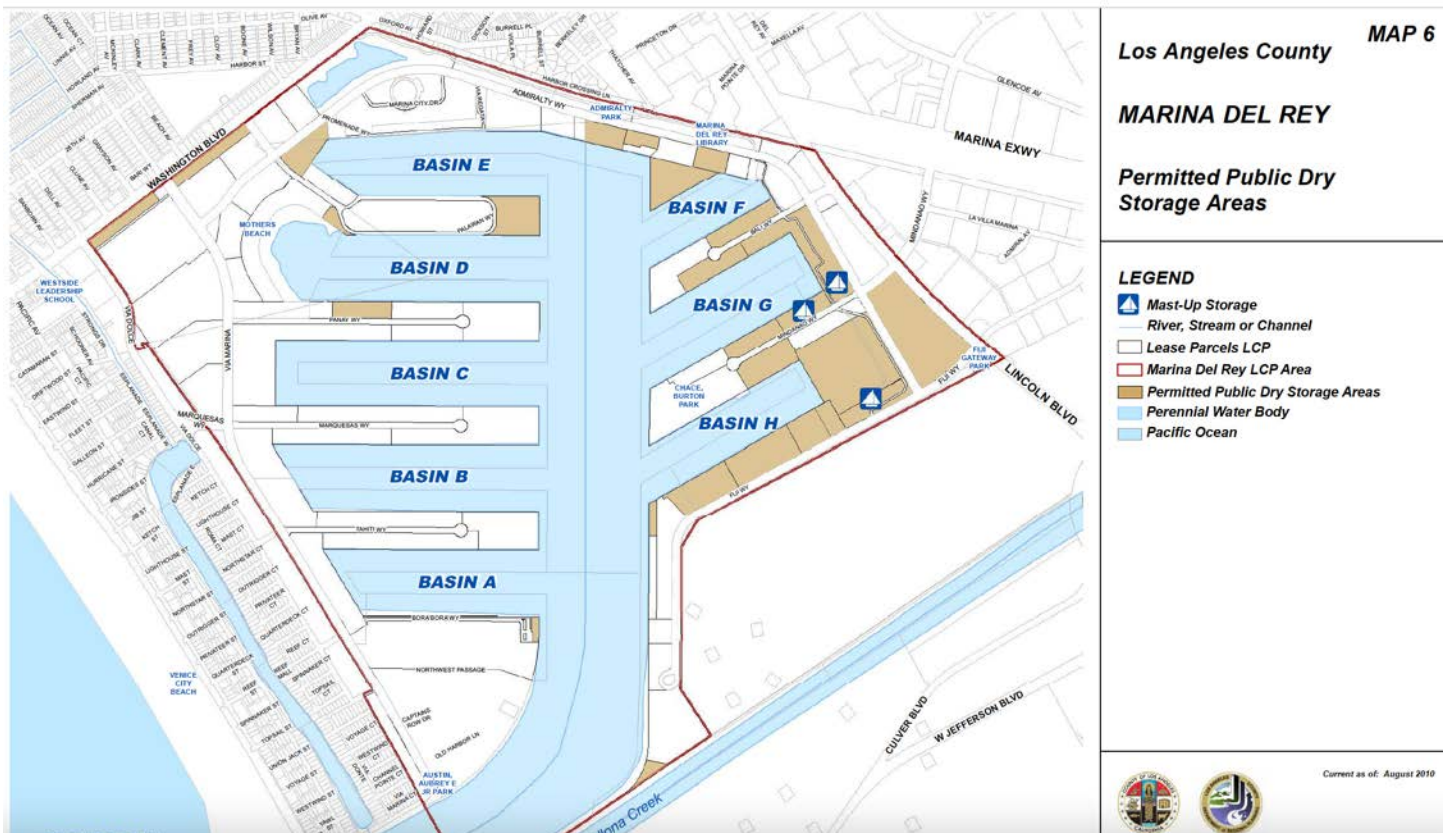
Barry Fisher  
Robert Bernal

## ATTACHMENT

### THE “BEACH RESTROOM & BOAT STORAGE RENOVATION” SHOULD BE BROUGHT INTO COMPLIANCE WITH THE MARINA DEL REY LAND USE PLAN PRIOR TO THIS BODY’S APPROVAL.

#### Introduction

This corner of Mother’s Beach is in fact a designated dry dock storage area for small boats. See MdRLUP, Maps 6 (below) & 7.



The Coastal Access and Recreation Policy outlined in Section 3 of the Marina del Rey Land Use Plan (MdRLUP), is to *prioritize recreational boating use of coastal waters, by developing and enhancing dry storage areas*, to support “*traditional boating organizations*” like LARC and MDROC and “*dingy storage at the beach.*” There is no urgent need to more than double the width of the existing 8’ wide sidewalk by pushing an additional 8-6” seaward. The MdRLUP only requires 5’ wide sidewalks in dead-end “mole” roads such as Palawan Way. Further, the wider sidewalk and planters for *non-native* Palm Trees in this direction would reduce the size of the beach and boat storage, and is therefore NOT in compliance with the MdRLUP.

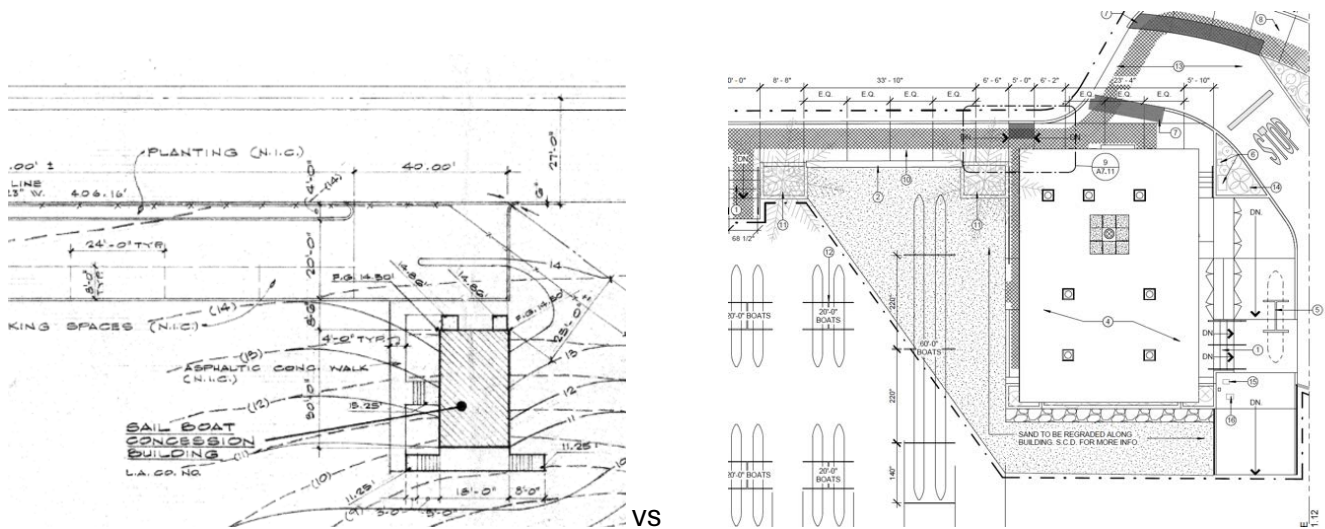
As frequent users of this small corner of Mother’s Beach, the 200+ (and growing) members of LARC appreciate the designer’s intent to improve and beautify this area for all users. However, it is clear from the proposed plans that the designers are NOT non-motorized boat users and do not fully appreciate the how this tiny strip of beach (less than 20% of the area) is used by boaters. At the request of Beaches & Harbors, LARC provided feedback on our needs. Architect members of LARC requested the opportunity to work more closely with the designers, so that they would more fully understand the needs of the beach users in this area, but that request was denied. Susana Espinoza, the head of Beaches & Harbors small boating department made valiant efforts to communicate our needs with the designers, but as is

common when 3<sup>rd</sup> parties are involved, they did not fully grasp how the changes they propose will hurt the existing beach users. As a result of this gap in communication, some of LARC's requests were incorporated into the designs, but much was not.

The most concerning aspect of the proposed plans **-the reduction in beach size and boat storage-** were not revealed until the August, 2024 meeting of the Small Craft Harbor Commission when LARC was told that the bid documents were available online in order to solicit contractor bids. We had requested access to the entire set of plans many months BEFORE the plans went out for bid, but only drips and drabs were made available. *Nothing LARC was provided had the actual dimensions of the landscape changes proposed.* We were disappointed to discover how this proposal will unacceptably diminish and undermine non-motorized boat storage and beach access. *Until additional waterfront access elsewhere in the Marina is provided for these kinds of boats (rowing shells, outrigger canoes, kayaks, sailboats and paddleboard), boat storage and access is a vital function of this beach.*

**A. The Encroachment of Sidewalk and non-native Palm Tree Planters seaward into the Narrow Beach will reduce boat storage.**

The As Builts show the existing sidewalk is 8' wide and 8'6" from the building foundation. (Proposed Plans, Sheet A0.01). The proposed Site Plan shows the widened sidewalk extending all the way to the edge of the building (*but without actually including the dimensions of the widened walkway*), but based on the As Builts, this was by an additional 8'-6," (Sheet A1.11). *That is more than a 100% increase in the width of a sidewalk seaward, far greater than the 10% that typically triggers the involvement of the Coastal Commission.* The new palm tree planter beds push still farther into the beach area. See the two sheets side-by-side (as below) in order to discern this sidewalk expansion seaward.



Instead of expanding this way, it is recommended that any expansion of the sidewalk **not move seaward** and into the beach. If it is necessary to expand the sidewalk (towards what is essentially a dead-end street) move into the temporary parking area off Palawan Way instead.

**This renovation should be an opportunity to correct the previous improper installation of LARC's existing racks (not installed according to the specifications provided by LARC).** In early 2000 LA County requested LARC's input as to optimal rack design. LARC indicated they needed a row of 3-

tiered two-sided racks (60" wide each side- 10' total), with the rack-posts spaced 220" OC." Instead of installing racks per these specifications, the County installed the current racks: a row of five (5) 3-tiered two-sided racks (30" each side), with the rack-posts spaced 150" apart, for a total span of 600." With some modifications and additional 2x4s LARC has done the best we could to make these racks work to store our boats: four (4) 8-man shells, three (3) 4-man shells and two (2) single shells, but there is a dire need for improvement.

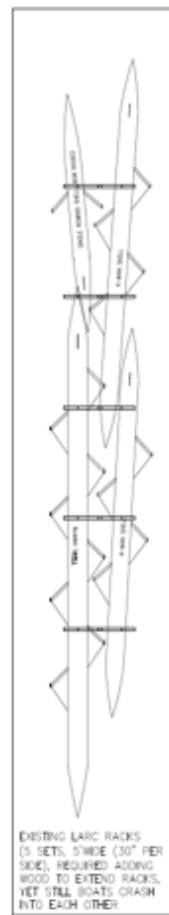
The following photo and diagram (a & b below) shows our current *less than ideal boat storage* on one level of racks. As you can see we use every inch of the 600" of rack space provided. The too-narrow, insufficiently spaced racks cause our riggers to crash into the rack-posts & the fragile shells on the other side. The insufficient length of racks has forced us to overlap fragile boats that are easily damaged when lifting one boat over another. The below diagram (b) only shows one level of our existing rack situation: one 8-man shell, two 4-man shells and 1 single. The other boats are stored on the other two levels of this row of racks.

These 5 sets of too narrow, too short racks are all LARC's 200+ member club has for our boats. We should be provided with *more storage* because our boats serve multiple people who row 365 days of the year in the early hours of the morning (between 32-40 rowers daily). This in contrast with the hundreds of other single owner boats currently stored at Mother's Beach, who may go out several times a week. LARC's other shells: two (2) doubles, and one (1) single are stored separately at Dock 77 because we have not been provided enough room to put all the LARC boats in the same place. If all LARC's boats could be stored together without crowding THAT would be improved boat storage at Mother's Beach.

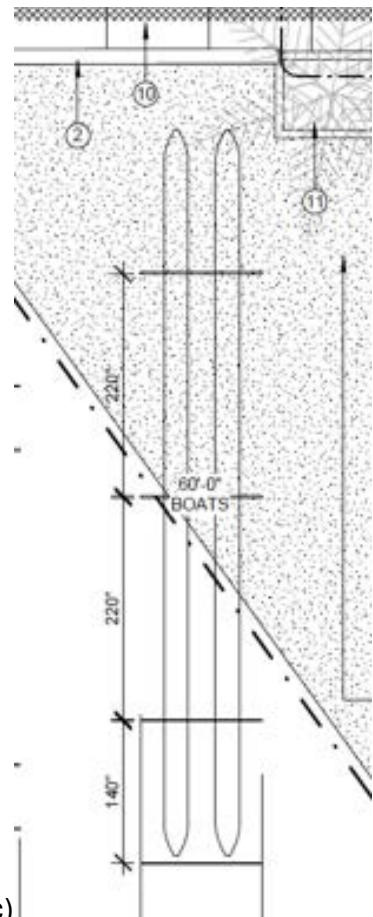
(a)



(b)



(c)

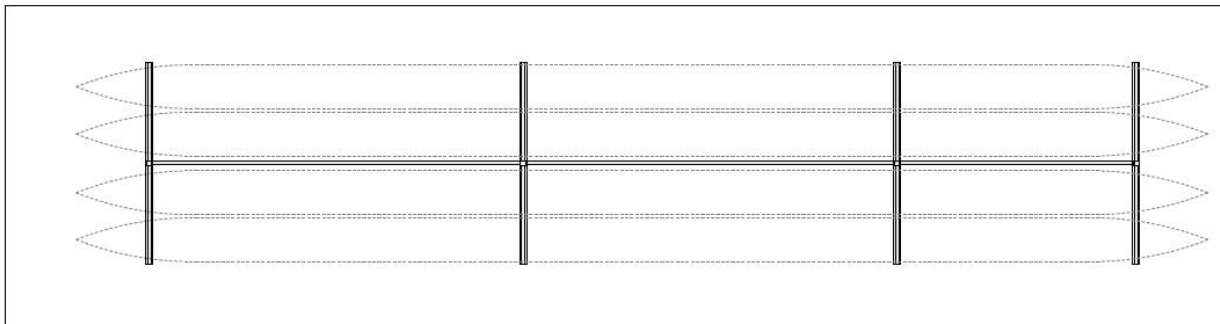




LARC was gratified and excited when the County indicated it would be improving our rack storage this year. We repeated our previous spacing and width request, making it clear that we would need four (4) 3-tiered two-sided racks, with three posts 220” apart for a total span of 660.” As illustrated above (and on Sheet A1.11) that is not the proposed plan. Instead, they propose to install three (3) sets of racks 220” OC put to place our fourth rack only 140” from the 3<sup>rd</sup> rack, shortening our storage span to 580” total. **The planned wider sidewalk is the reason given for this loss in total rack span.** Shortening our rack space is not an improvement, it is a detriment. LARC still has the same number of boats, and there is no plan from the County to give LARC additional rack space to make up for this reduction. The overall reduction in the size of the beach storage is negatively impacting ALL the boats stored on the beach.

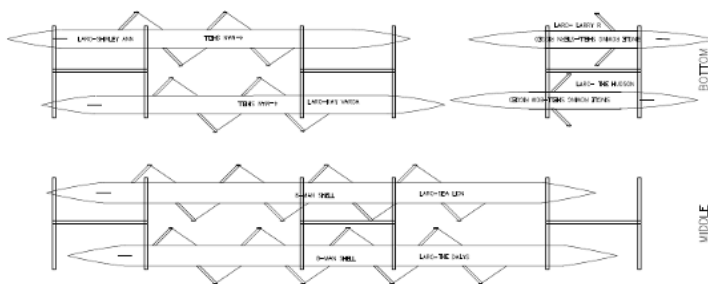
The project planners are under the mistaken impression that storing 2-boats to a side is possible for rowing shells (see sheet A7.18 and figure below). This is the plan view of what the design proposes for rowing shells :

Impossible rowing shell storage:



SPARAN ARCHITECTS  
 842 MODU  
 LOS ANGELES  
 WWW.SPARANARCHITECTS.COM  
 T 323.221.6611  
 MOTHER REUSE NON-MODERN ST

However, this is not a possible or safe storage solution for fragile rowing shells. Proper rowing shell storage ensures the riggers do not sit on the rack arms, do not crash into either the posts or the shells on the other side and allows for enough spacing between racks that boats to not overlap with other shells. The illustration below is an example of better boat storage on racks 5’ wide on each side with the posts spaced an appropriate distance apart.



1. It is recommended that the racks on the Asphalt area to the Southwest of the building be designed for single boat occupancy (1-boat per side rather than the 2-boats per side in the design. Most of the existing 10’ wide (60” per side) racks currently on the asphalt are being used for the smaller narrower boats (kayaks, outriggers, paddle boards) that do not need 10’ wide (5’ per side) racks. While these racks could fit more than one boat, many of these wider racks hold only one

boat, probably because owners of single boats do not want to share racks with unknown users and risk damage to their own boats.

Since the rack sizes remain the same, the current proposal for the asphalt area does nothing to improve the existing inefficient use of space (See plan sheets A1.12; A7.17- A7.18 and images of inefficient storage below). **If the 10' wide 3-tiered racks proposed on the asphalt were replaced with inexpensive 4-tiered 58" wide (29" per side), the number of boats that could be stored there could be doubled.** This would allow people on the wait list for boat storage to bring their boats to the beach.

The current inefficient storage on the asphalt vs narrow taller racks (see photos below)



[https://storeyourboard.com/products/teal-triangle-freestanding-g-watersport-8-kayaks?variant=48051778781465&currency=USD&utm\\_medium=product\\_sync&utm\\_source=google&utm\\_content=sag\\_organic&gad\\_source=1&gclid=Cj0KCQjwxsm3BhDrARIsAMtVz6PCJW-n8frl4FL75cXjUiv\\_ha0G1ln3dCIV8Ol0kfiACsDwrQ8gvmkaAsixEALw\\_wcB](https://storeyourboard.com/products/teal-triangle-freestanding-g-watersport-8-kayaks?variant=48051778781465&currency=USD&utm_medium=product_sync&utm_source=google&utm_content=sag_organic&gad_source=1&gclid=Cj0KCQjwxsm3BhDrARIsAMtVz6PCJW-n8frl4FL75cXjUiv_ha0G1ln3dCIV8Ol0kfiACsDwrQ8gvmkaAsixEALw_wcB)

*These narrower racks could be ALSO be used for temporary boat storage in Parking lot 9 during construction, and then moved permanently in the asphalt storage area when the construction is completed. The wider 10' racks (on the beach) can then be reserved for boats that need wider racks like the sailboats and rowing shells.*

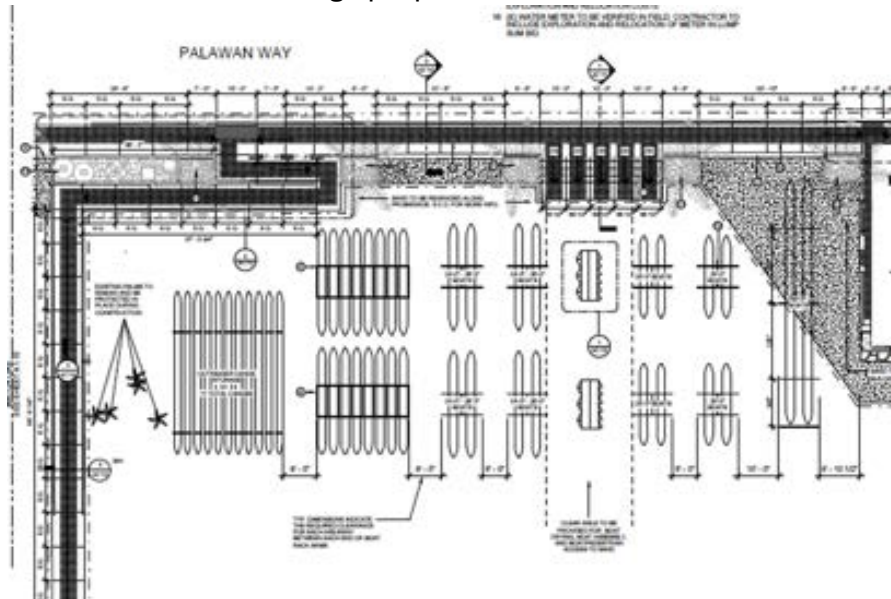
2. Provide better, more compact but INCREASED storage on the beach.

Provide two (2) ADDITIONAL outrigger storage cubes (total capacity 64 1-man canoes, 32 each). There are currently more than 120 1-man outrigger canoes stored on the sand, including the 64 currently stored in the two (2) existing storage cubes. Replacing the four (4) 24' long boat racks designated in the current plans with two (2) new cubes will significantly increase density of outrigger storage on the beach in a smaller area of the beach beyond the capacity of racks as designed. An added benefit to these cubes, is they are moveable and they could be used elsewhere on the beach or in Parking lot 9 to store canoes during construction.

The proposed two-sided storage lockers in the sand in the middle of the boat storage area are taking up valuable rack space. The storage lockers should be one sided and located on the side of the building adjacent to the pedestrian access ramp. Lockers will be more easily accessed on a paved walkway, and moving them also allows the addition of two more sets of 10' wide 3-tiered racks, gaining back two of the sets of racks replaced by the new outrigger cubes. That provides total of six (6) sets of the 10' wide racks, for boats that require wide racks (capable of storing 36 boats- rowing shells or sailboats). Currently, in addition to LARC's shells, there are 10 single rowing shells and one (1) double stored at Mother's Beach as well as 15 small sail boats. These

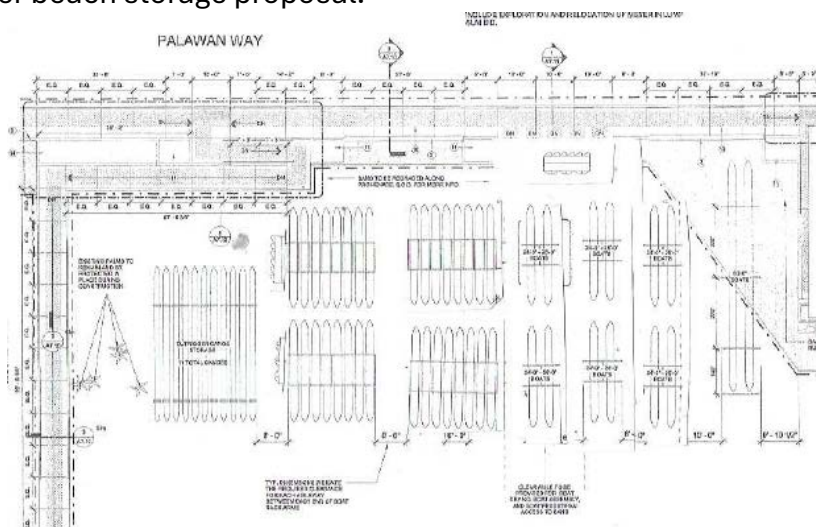
racks would store all these boats AND add 10 additional spots for rowing shells. This will also allow other people on the waiting list to bring their rowing shells to the beach.

The current beach storage proposal



VS

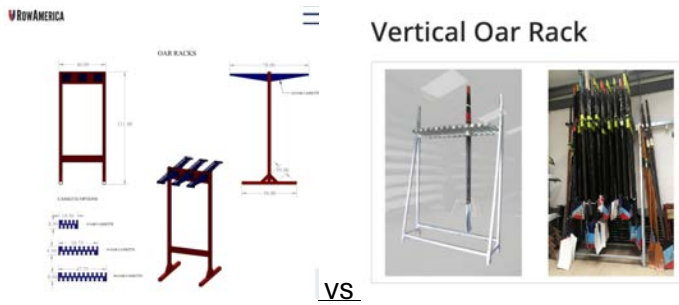
Better beach storage proposal:



- Please note that the above “better” proposal is a cut-and-paste of the proposed design, and does not remove the expanded sidewalk. As a result, the cubes for storing the 20’ outrigger canoes are clearly still too close together. You need 20’ clear space to remove 20’ long boats from racks safely. Another reason that **the sidewalk should not be widened seaward.**

3. The Side Rack Oar Storage system proposed for the LARC Oar cabinets are not optimal for front accessed cabinets. (see Sheet A7.14).

The proposed Row America side-accessed Oar Rack cartridges is awkward for a front opening cabinet, AND it also requires spacing between the cartridges which is inefficient as it reduces potential oar storage. This kind of cartridge is more appropriate inside an open storage room. Swiftracing.com makes a more appropriate and more easily and more safely accessed front access type of vertical oar storage rack that ALSO allows for denser oar storage.



## B. Improved Access

The 30' wide steps to the beach between racks proposed in the current plan encroach onto the beach, further reducing the area for boat storage, and is also not the safest accessway to the beach. Steps are hazardous to those boaters who need to carry their long boats (20+') from their cars in the parking lot across the street lot to the beach. Steps in this particular location would also be directing non-boat users into the center of a boat storage area. The general public should NOT be encouraged to access the beach by walking in-between boat storage racks, as that may compromise safety, and **is NOT in compliance with the MdRLUP, Coastal Access and Recreation Policy, Section 1.** *In addition, many of the boats currently stored at the beach have been vandalized/stolen, so encouraging this access is also not safe for the boats.*

A better plan would be for pedestrians to be directed towards a 10' WIDE path/ramp running alongside the Northwest side of the building directly from the pedestrian cross-walk and straight to the beach. The other pedestrian access is the handicapped access path to the beach on the Northwest side of the beach boat storage area. *That way all pedestrian access to the beach runs alongside, NOT within the boat storage area on the beach.*

## C. Improve Congestion and Safety

The proposed covered Patio is an invitation to homeless people to take shelter in an area boat users will need to access as early as 4:45 AM. *No additional security has been proposed other than lighting the space, so this is a safety issue for the people who actually use this part of the beach before dawn.*

The proposed Patio is also small, approximately 25' X 29', not a large enough for even two picnic tables. Any picnic tables in this space will create obstacles for boaters will who need to access their equipment from this area. A better place for picnic tables would be to install stairs to a rooftop viewing deck. Then picnickers could take advantage of the entire 25' x 40' building footprint. Install tables with removable umbrellas for shade, and the stairs could be secured at night to discourage homeless encampments.

*A better use for the proposed patio area would be to enclose it and have a large boat equipment storage room, with a large garage-type door opening directly on to the sand. This structure should be lined with storage cabinets and lockers that can be accessed from outside of the storage room along the side of the structure as well as for boat-users inside. The storage room could be accessible with a key-card for the people who rent the rack space similar to the key-card access to dock 77. This would leave room to **provide the requested early hours access to one unisex bathroom stall and one separately accessed hot shower.** This would prevent boat users from having to pee in the bushes before the bathrooms open when they first go out on the water AND would allow them to go*

straight from exercising to work. Essentially this would be almost a mini-boat house (without actual boats) for boat related equipment and boat users.

Add rinsing stations. The current single rinse station with rinsing rack has long been an area where boats and equipment are lined up waiting for turns. There should be an additional hose bib and rinsing rack on the Northwest side of the building as there is on the Southwest corner. Additionally, there should be a third hose bib further down the beach along the sidewalk and near where the six-man Outrigger boats will be stored. For years this club has not been able to rinse the salt-water off these boats.

**Addendum to Public Comment for the record on Project No PRJ2023-003853(2)  
THE “MARINA BEACH RESTROOM & BOAT STORAGE RENOVATION”**

Submitted on 10/1/2024 by Ann Payson, on behalf of Los Angeles Rowing Club (LARC)  
[ann@paysonulin.com](mailto:ann@paysonulin.com); 310-701-7799

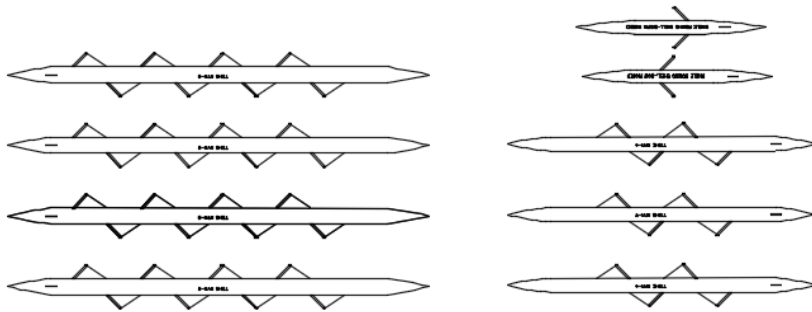
Not the Applicant, but a nonprofit public benefit corporation representing 200+ interested users of the project site.

**First, a CORRECTION. In person measurements at the beach today confirm that the existing sidewalk is 5' wide, the edge of which and is 4' from the existing building. Still the fact remains that the design, in order to create the 10' wide sidewalk will still encroach an unacceptable amount seaward, reducing the existing beach by 5.'**

The LARC boats currently stored at Mother's beach, take up a span of 74' from the tip of the boats nearest the sidewalk (*currently 3.5' from the edge of the existing sidewalk*) all the way to the tip of the boat nearest the waterline. Photos of the current storage situation below:



If the sidewalk is permitted to encroach 5' onto the sand, and if the minimal distance of the tip of the boats from the sidewalk from the tip of the boats is maintained at 3.5', the racks must be moved 5' into the water (beyond the high water mark you can see in the image above)- so of course the design shortens the LARC racks. Because the current design does nothing to actually increase rack space in the rest of the beach and proposes to reduce the beach area consequently reducing rack space, the County is unable to offer LARC additional racks to make up for this loss. LARC's boats range in length from 60' (8-man shells), 40' (4-man shells) to 27' 1-man single shells. The following diagram represents the LARC boats currently stored on that single row of 5 racks spanning 600." We are clearly maximizing the limited racks space we have and cannot accommodate these boats on less rack space.



A Better Plan than reducing the beach would be to remove this 3' island of NON-Native Melaleuca (Paperbark) Trees. These trees are highly flammable and have been characterized as a weed by the USDA. Removing these trees would allow the sidewalk to be expanded into the existing 30 parking spaces running along the sidewalk. Then those spaces can be accessed directly from Palawan Way instead of from an adjacent access road.



**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: canoe racks agenda item 24-176  
**Date:** Monday, September 30, 2024 3:09:48 PM

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FYI

## RAFAEL ANDRADE

**SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)**

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** fdashiell@gmail.com <fdashiell@gmail.com>  
**Sent:** Monday, September 30, 2024 3:08 PM  
**To:** DRP Public Comment <comment@planning.lacounty.gov>  
**Subject:** canoe racks agenda item 24-176

**CAUTION:** External Email. Proceed Responsibly.

Agenda Item 24-176

Fred Dashiell

Email: [fdashiell@gmail.com](mailto:fdashiell@gmail.com)

Voice/text: 310-508-7362

NOT THE APPLICANT

I use my canoe from the beach on Palawan way regularly. I have paid for a county rack. Please allow me to join with Marina del Ray Outrigger Canoe Club (MDROCC) to build and use a temporary storage rack near the beach so I can continue regular use. Not having nearby storage means in effect I do not have use of my canoe.

Thank you



Fred Dashiell

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: LA County Regional Planning Commission 10-02-2024 Public Comment  
**Date:** Monday, September 30, 2024 7:07:43 AM

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FYI

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Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Serena Zhu <[serenazhu@gmail.com](mailto:serenazhu@gmail.com)>  
**Sent:** Friday, September 27, 2024 9:53 AM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** LA County Regional Planning Commission 10-02-2024 Public Comment

**CAUTION: External Email. Proceed Responsibly.**

Agenda Item #7

First Name: Serena  
Last Name: Zhu  
Email address: [serenazhu@gmail.com](mailto:serenazhu@gmail.com)  
Phone Number: 630-20504123  
Not the applicant

Hi, I am writing to voice concerns over the renovation of the beach area and its negative impacts to the people who regularly use this area to paddle. The most immediate impact is that during construction, no interim storage is being offered to community members whose watercraft are being displaced by construction. Many of these paddlers live in apartments or otherwise have no alternative storage method for their canoes, and rely on this storage to access the water to paddle. From what I understand, the County has not prepared any mitigation measures for the boat storage impacted by construction.

I strongly recommend the County work with its community members, whether individually or through the local Marina del Rey Outrigger Canoe Club, to develop an interim storage strategy. Many of us are offering to use our time and resources to build temporary racks in the adjacent parking lot, if the County were to secure a place for us dedicated for temporary storage.

I also urge the County to consider the importance of these storage racks to the local paddling community in their final redesign of the area, and to ensure that the number of racks are not decreased in the new design. Thank you.

**From:** [Sean Sackett](#)  
**To:** [Maral Tashjian](#)  
**Cc:** [Shawn Skeries](#); [Robert Glaser](#); [Warren Ontiveros](#)  
**Subject:** FW: LARC will be objecting to approval of the Mother's Beach renovation as designed at the Planning hearing on Wednesday  
**Date:** Monday, September 30, 2024 1:44:47 PM  
**Attachments:** [LARC Public Comment on Project No PRJ2023-003853\(2\) 2024-10-02 \(compressed\).pdf](#)

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Good afternoon our boating section received this email from LARC.

Sean Sackett,  
Capital Projects Section Manager  
Office: 424-526-7756



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**From:** Susana Espinosa <[SEspinosa@bh.lacounty.gov](mailto:SEspinosa@bh.lacounty.gov)>  
**Sent:** Monday, September 30, 2024 1:39 PM  
**To:** Catrina Love <[CLove@bh.lacounty.gov](mailto:CLove@bh.lacounty.gov)>; Warren Ontiveros <[WOntiveros@bh.lacounty.gov](mailto:WOntiveros@bh.lacounty.gov)>  
**Cc:** Sean Sackett <[SSackett@bh.lacounty.gov](mailto:SSackett@bh.lacounty.gov)>  
**Subject:** FW: LARC will be objecting to approval of the Mother's Beach renovation as designed at the Planning hearing on Wednesday

FYI

Susana Espinosa, Boating Section Head  
County of Los Angeles  
Department of Beaches & Harbors  
PH: 424-526-7891

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**From:** [ann@paysonulin.com](mailto:ann@paysonulin.com) <[ann@paysonulin.com](mailto:ann@paysonulin.com)>  
**Sent:** Monday, September 30, 2024 12:58 PM  
**To:** Susana Espinosa <[SEspinosa@bh.lacounty.gov](mailto:SEspinosa@bh.lacounty.gov)>  
**Cc:** Angie Castaneda <[ang218@aol.com](mailto:ang218@aol.com)>  
**Subject:** LARC will be objecting to approval of the Mother's Beach renovation as designed at the Planning hearing on Wednesday

CAUTION: External Email. Proceed Responsibly.

Hi Susana:

I wanted to give you the heads up on LARC's plans to object to approval of the project as designed at the Planning Commission hearing this Wednesday.

While we appreciate your efforts on our behalf, especially with how hard you've been working with us on temporary storage during construction, whoever made the final decision to reduce the beach size by 8+ feet has gone too far. This un-thought out decision to reduce the beach size in order to install a Promenade to nowhere (on Palawan Way, a dead-end "mole" street) defies the policies of the Marina del Rey Land Use plan. This sidewalk expansion seaward narrows what is already a narrow stretch of beach, and negatively impacts boat storage and other beach-goers use of the beach.

If drafts of these plans had been made available to LARC months ago (as I repeatedly requested) I would not have had such a late discovery of the size of the planned beach reduction. Had my requests, as an architect and boat-user, to communicate directly with the designers been permitted, perhaps they would have understood better how to design to safely improve public access for all in an area of the beach that is and will continue to be used heavily for boat storage and boat access. Then perhaps LARC would have had no reason to object to the plans. I realize it was not your decision to bar such communication, and I recognize you have worked as hard as you can to make this project work.

Nevertheless we must make our objections known. I am sorry that they are likely to slow down project approval, and I realize that delay could be costly, but all this could likely have been avoided by allowing the boaters who use the beach to have more input on design changes early on. I just submitted LARC's written public comment objecting to approval of the Mother's Beach Plans (copy attached for your convenience). A number of our members will also be attending the meeting and others, including myself, plan to speak.

Ann

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Los Angeles County Regional Planning Commission Meeting 10/1/2024 Agenda #7  
**Date:** Monday, September 30, 2024 2:08:23 PM

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FYI

## RAFAEL ANDRADE

### SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Andrew Tom <[andrewtom93@gmail.com](mailto:andrewtom93@gmail.com)>  
**Sent:** Monday, September 30, 2024 1:59 PM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** Los Angeles County Regional Planning Commission Meeting 10/1/2024 Agenda #7

**CAUTION: External Email. Proceed Responsibly.**

Agenda item #7

Andrew Tom

[andrewtom93@gmail.com](mailto:andrewtom93@gmail.com)

Not the applicant

I'm an LA county resident and I frequently visit Mother's Beach at Marina del Rey. I'm concerned with the current renovation plans as it displaces all of the boat rack users along the beach with no alternative beach storage for a significant amount of time. Current boat rack users have been directed to vacate the storage racks in the coming weeks even though the project does not yet have a determined start date.

This displacement will prevent many of the users from utilizing their boats at Mother's Beach and others will be forced to sell their boats due to losing their storage rack.

Authorization of the current plan will unnecessarily displace boat rack holders from accessing the Marina. Appropriate plans should be developed to minimize the time of displacement for rack holders and provide alternative storage solutions. Ideally, storage solutions would be in close proximity to the existing Mother's Beach rack location.

Thank you,  
Andrew Tom

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skerries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: October 2, 2024 Regional Planning Commission hearing | Agenda Item 7 | Project Number PRJ2023-003853. Coastal Development Permit No RPPL2023005678 (14110 Palawan Way)  
**Date:** Monday, September 30, 2024 1:02:43 PM

FYI

**RAFAEL ANDRADE**

**SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)**

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

**From:** Paula Daniels <[paula.daniels@adelphia.net](mailto:paula.daniels@adelphia.net)>  
**Sent:** Monday, September 30, 2024 12:35 PM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** October 2, 2024 Regional Planning Commission hearing | Agenda Item 7 | Project Number PRJ2023-003853. Coastal Development Permit No RPPL2023005678 (14110 Palawan Way)

**CAUTION: External Email. Proceed Responsibly.**

Greetings, this will comprise my written comments for:

October 2, 2024 Regional Planning Commission hearing | Agenda Item 7 | Project Number PRJ2023-003853. Coastal Development Permit No RPPL2023005678 (14110 Palawan Way)

I am not the applicant. My name is Paula Daniels, my email address is as shown: [Paula.Daniels@adelphia.net](mailto:Paula.Daniels@adelphia.net)

My submission:

I write as a former Coastal Commissioner, a former Public Works Commissioner for the City of Los Angeles, a former President of the Board of Heal the Bay, a resident of County District 3, and a longtime member of the Marina Del Rey Outrigger Canoe Club (MDROCC) — a 200 member club founded in 1967, continuously operating in the Marina since then.

I write with a concern about accommodating certain construction impacts, and with two concerns about aspects of the proposed design, in that it may impair our ability to store single seat canoes at the same level of use, and also to properly maintain the personal craft of not only our members but the general public (i.e. to wash them after use). Hopefully these matters can be easily addressed.

My comments, concerns and suggestions:

1. The elimination of any option for county rack space for personal craft significantly restricts public recreational access; **it is hoped you can accommodate the public by creating an option, during construction, for the same number and tenant commitments for those rack spaces, perhaps in the parking lot across the way.**
2. The proposed design reconfigures the rinse area for personal craft, such that it will likely be more difficult to use, not only for our members but for the general public. **We hope you will work with our club leadership to configure a better design in that regard.**
3. We are grateful that you have been accommodating the concerns of our club and LARC (the Los Angeles Rowing Club) regarding space for our canoes and sculls. **Please assure us that the proposed design will not, in the long run, reduce the amount of county rack space or other space for storing personal craft or our club boats.**

These concerns are shared by many users of that area of the beach, and I believe some accommodations during the construction phase, and modifications to the proposed design could easily be made to address those widely shared concerns. I have reviewed the letter of Ann Payson on behalf of the Los Angeles Rowing Club (LARC) and agree with their comments and suggestions.

Some background information about the beach area:

1. Public access would NOT be impeded in any way, if the proposed design were to assure accommodation for the existing level of rack storage and modified to better facilitate rinse uses

As a former Coastal Commissioner, I am intensely familiar with its purposes, purview and statutory mandates. I appreciate your interest in wanting to maintain public access to the Mother's Beach area, and I can assure you that, as currently configured, there is a significant amount of public access. The beach in its entirety is a large crescent, enough to accommodate quite a lot of public use, including a number of simultaneously operating events, such as family style parties.

**The current use by MDROCC is in a small portion of the total beach area** — to include the county and club racks for single seat canoes, as well as the space allowed for our 6 seat canoes, as well as the LARC sculls, all in an area which we share with the rest of the public. **I have attached a photo, below, of the entire beach area, with a drawn yellow outline to show the area currently shared by both MDROCC and LARC. (While this is an old aerial photo from the**

Even with that fractional area of use now designated for MDROCC and LARC, it is commonplace to experience other uses concurrently woven in and well integrated with ours in that same area — such as summer boating camps for children, stand up paddling classes, sailing classes and individuals using their kayaks or stand up boards. We also often see many folks simply enjoying themselves on the beach with their chairs and umbrellas. And, all of the above weave our various personal craft uses in with the tour boats, as well as the other motor and sail boats.

I can attest that, for the past 17 years that I have been an active member of MDROCC and have frequented the area year round, I have witnessed a happy accommodation of all those uses in the area, with no untoward consequences.

**We hope that the proposed design will not shrink the area of use for us even further, which would thus significantly limit public access and use. We also believe that reasonable accommodation could be made for rack storage during the construction phase, without impeding public use.**

2. A modification of the proposed building design would be helpful to allow for rinse maintenance of small personal craft.

The proposed design strikes me as a discouraging configuration by which to rinse canoes and the other similar craft which are rinsed in the existing area, which need to be near the hoses and racks without obstruction. Please know that the wash area is used by many more individuals and groups than our club and its members. The ability to rinse off sea water is an important aspect of craft maintenance. **We hope you will consider requesting a modification to the building area design so that a rinse station for personal craft (canoes, kayaks, stand up paddles boards) could be more readily accommodated, in a fashion similar to the existing use.**

We also invite the commissioners to meet with us in the area in question sometime soon, so we can show you the current flow and pattern of use.

Thank you for considering this information, taking to heart our concerns, and considering our views.

Paula Daniels  
MDROCC member, and resident of SD 3



Undated photo from the Marina del Rey Historical Society; yellow rectangle shows area of current use by MDROCC and LARC



Photo from ABC News, August 2022. Yellow highlight shows more than the area of current use by MDROCC and LARC

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Request for Temporary Vessel Storage and Comment Regarding Beach Construction Plan  
**Date:** Monday, September 30, 2024 7:08:23 AM

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FYI

## RAFAEL ANDRADE

**SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)**

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Jme Kimizuka <jme.email@yahoo.com>  
**Sent:** Sunday, September 29, 2024 11:47 AM  
**To:** DRP Public Comment <comment@planning.lacounty.gov>  
**Subject:** Request for Temporary Vessel Storage and Comment Regarding Beach Construction Plan

**CAUTION: External Email. Proceed Responsibly.**

**Subject:** Request for Temporary Vessel Storage and Comment Regarding Beach Construction Plan

Agenda #7

To Whom It May Concern,

Thank you for sharing the update on the upcoming beach construction and its effects on the County racks. I appreciate the efforts being made to find solutions for the vessels impacted.

I'd like to reiterate that the current lack of storage options is a pressing issue for me, as I don't have an alternative place to store my vessel during the construction period. The construction timeline of 12-24 months without any accommodation for vessels on the County racks, like mine, presents a significant inconvenience. While provisions are being made for the club racks, there doesn't seem to be a viable solution yet for individuals like myself, which is problematic.

In light of this, I strongly urge the County to consider providing interim racks like finding another suitable alternative if beach space is limited. This would ensure that those of us who rely on the County racks are not left without storage for the duration of the construction.

I appreciate your attention to this matter and any steps that can be taken to provide temporary storage solutions for those of us affected. Please keep me updated on any potential resolutions.

Thank you again for your time.

Best regards,

Jaimee Kimizuka

442-249-0036

Not the applicant



5228 W 123rd Street

Hawthorne, CA 90230

Agenda #7

[Sent from Yahoo Mail for iPad](#)

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Written Public Comment - Meeting Date 10/2/24 - Project No. PRJ2023-003853-(2)  
**Date:** Monday, September 30, 2024 3:34:14 PM

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FYI

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### SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Sabrina Alias <[sabrina.gray@gmail.com](mailto:sabrina.gray@gmail.com)>  
**Sent:** Monday, September 30, 2024 3:01 PM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** Written Public Comment - Meeting Date 10/2/24 - Project No. PRJ2023-003853-(2)

**CAUTION: External Email. Proceed Responsibly.**

Agenda Date: 10/2/2024  
Item Number: 7  
File number 24-176  
Project No. PRJ2023-003853-(2)  
Coastal Development Permit No. RPPL2023005678

Name: Sabrina Alias  
Email: [sabrina.gray@gmail.com](mailto:sabrina.gray@gmail.com)  
Phone: 424.252.9070  
Not the applicant

As a 9 year LA County resident, I have long appreciated the county's efforts to provide waterway access to the largest number of residents possible. I am an apartment renter, with no outdoor or garage storage space. So, it was not until qualifying for a dinghy storage rack that I was able to purchase my first single person canoe, rather than sharing friends' boats. The dinghy storage rack is the only means for me to access the water - which I try to do multiple times per week.

If provisions are not made for temporary storage, I will either have to store my boats with family, who live two hours away (making them unusable) or sell them. With either option I'll lose waterway access for the duration of construction. I'm also concerned that because others are in my situation, and the market for single person canoes is quite specialized, a flood of boats to the market will drive prices down, causing a financial hardship if I try to sell.

As an architectural designer with more than 25 years experience, I understand that construction is always an inconvenience, and often takes longer than expected. I am flexible and willing to help if there is a solution to maintaining waterway access during construction. I am willing to donate time and materials to help build temporary higher density boat storage. Please consider providing space anywhere it is reasonable to hand

carry a long and fragile boat to the water -- whether it is somewhere along Mother's beach, in a nearby parking lot or park, or in one of the other storage lots near Burton Chase.

As for the proposed design - having looked at the plans as a professional designer, I am concerned that the turning radius needed for fragile hand-carried boats has not been carefully considered. Tighter clearances around the proposed storage racks (especially at the matrix and 20-24' length areas) appear to make maneuvering boats in and out of racks more difficult. Also, the clearances around the double sided wash rack, which is heavily used by all sorts of crafts, appears tighter. At busy times, both sides of the wash rack are used, with adjacent storage racks often used as overflow. Many of the crafts being washed are then loaded onto cars, and sometimes sit on the wash rack while waiting for a car to pull up. The entire wash area is often a bottleneck, and any additional clearance or staging area provided nearby would be a huge benefit to the larger community.

I appreciate the waterway access that the dinghy storage has given me over the years, and am heartbroken to imagine losing all waterway access for the duration of construction which is estimated to be at least a year. Please consider providing an area for temporary storage.

Thank you,  
Sabrina Alias

Angelica Miles  
9025 Lucerne Ave  
Culver City, CA 90232  
[angie@marinaoutrigger.org](mailto:angie@marinaoutrigger.org)

9/30/2024

LA County Regional Planning Commission  
Re: Project Number PRJ2023-003853. Coastal Development Permit No RPPL2023005678 (14110 Palawan Way)

Dear Members of the Commission,

Regarding the 12- 18 month planned construction at Mother's Beach in Marina del Rey: There are at minimum, 200 vessels currently on the County storage racks at Mother's Beach that were prematurely sent notices to vacate by November 15<sup>th</sup>. These notices were sent out PRIOR to this Commission's approval and prior to any construction staging plan being presented. Most of these rack renters live in apartments and have no other place to store their vessels. Many don't even have vehicles to transport these vessels off the beach. Many will be forced to get rid of their vessels. These LA County racks provide a valuable means for County constituents to access the water via the only beach access in Marina del Rey.

As a representative of the Marina del Rey Outrigger Canoe Club, an organization that has served the LA County community on Mother's Beach for close to 60 years, I am asking the County to reconsider these notices. We have reached out to County officials offering to, at our own expense and labor, build additional temporary racks that could be placed on the beach or in the adjacent Lot 9 on Palawan Way to address storage needs during the construction timeline. This plan would take up a total of 6 parking spaces and in doing so would save approximately 90 vessels from being displaced and preserving their access to recreation at Mother's Beach. We have in the past constructed this type of rack in the past and the design was created by a licensed architect and / or structural engineer.

This project as proposed is inconsistent with the Local Coastal Program (LCP) and Resource Protection Policies as it risks premature displacement of County boaters and extended impediment to recreational facilities. Given the potential for appeals these plans seem hasty and lacking in assurance for the community. It is essential to provide an alternate plan for as many of the 200 vessels affected by this proposal, as the current plan reduces public access to the water for an extended period and may force individuals to abandon their canoes.

Aside from the premature displacement and resulting eviction of County boaters the project has some serious flaws. While it serves to revitalize an outdated restroom structure and improve ADA accessibility and water runoff, it fails to provide realistic adequate wash areas for the number, types and size of vessels that frequent Mother's Beach. This oversight will likely

lead to ongoing runoff issues as boaters will be forced to wash their vessels on the beach as they do now.

The project creates potential hazards as it reduces the area of sand and increases concrete surfaces that push the project and vessels further towards the high tide line. Our community has witnessed a consistent shrinking of the beach area over the years, and with rising sea levels, this project would exacerbate hazards by pushing concrete and vessels further towards the water.

This project was originally intended to INCREASE much needed boat storage at Mother's Beach but instead seems to decrease the number of vessels. The added steps not only create a trip hazard for boater carrying their vessels they also reduce the sand area used for the boat racks.

We urge the Planning Department to review this design closer and to explore alternative storage solutions and to ensure public access to waterways that are only accessible from Mother's Beach.

Thank you for your attention to this matter. I look forward to seeing a proactive plan that respects both community needs and ongoing development efforts.

Sincerely,

Angie Miles  
President  
Marina del Rey Outrigger Canoe Club  
[angie@marinaoutrigger.org](mailto:angie@marinaoutrigger.org)  
(310) 801-0574

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Agent Item: 24-176  
**Date:** Monday, September 30, 2024 7:06:53 AM

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FYI

## RAFAEL ANDRADE

**SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)**

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** David Villarama <[dvillarama@gmail.com](mailto:dvillarama@gmail.com)>  
**Sent:** Thursday, September 26, 2024 7:36 PM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** Agent Item: 24-176

**CAUTION:** External Email. Proceed Responsibly.

Agent Item: 24-176  
Project No. PRJ2023-003853-(2)

David Villarama - applicant  
[dvillarama@gmail.com](mailto:dvillarama@gmail.com)  
626-616-0627

To whom it may concern,

I'm a regular user/paddler at Marina del Rey mother's beach for around 20 years and a member of outrigger club. I've won the lottery (it used to be a lottery way back when) to get a rack space to put my one-person outrigger canoe.

It has been a blessing and has kept my sanity on hard times specially during the covid years.

I am worried for my own and other's well being without having access to nature and exercise without my canoe space. I wish I could store it at home but there is no room in my small apartment.

So please please give us some bit of space to temporarily store our canoes. We can build a rack that can hold 40 canoes in a small space. We will help pay and build it at no cost to the county.

It would be a small tiny bit of area for around 40 people. If not on the beach, maybe at a nearby parking lot. I'll probably be a space of a car (How about parking lot 8? or in lot 77?)

Thank you for your time,

David

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: 7. Project No. PRJ2023-003853-(2)  
**Date:** Tuesday, October 1, 2024 10:59:33 AM

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FYI

## RAFAEL ANDRADE

**SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)**

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Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Adrian Cano Stoin <[adriancano@hotmail.com](mailto:adriancano@hotmail.com)>  
**Sent:** Tuesday, October 1, 2024 10:55 AM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** 7. Project No. PRJ2023-003853-(2)

**CAUTION:** External Email. Proceed Responsibly.

7. Project No. PRJ2023-003853-(2)

Name: Adrian Stoin -not an applicant

Email: [adriancano@hotmail.com](mailto:adriancano@hotmail.com)

Phone: 323-547-2886

Not an applicant

I am writing to express concern in regards to the transition plans. I have a canoe stored on the county rack with no other option as I leave in an apartment building. Per my understanding, there is no transition plan for the county racks. The construction would take a long time and would not have any access or possibility to store the canoe.

I hope that a solution can be found.

Adrian Stoin



**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Project#:PRJ2023-003853  
**Date:** Tuesday, October 1, 2024 12:01:27 PM

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FYI

## RAFAEL ANDRADE

### SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** Nancy Dopp <[ndpaddler@gmail.com](mailto:ndpaddler@gmail.com)>  
**Sent:** Tuesday, October 1, 2024 11:53 AM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** Project#:PRJ2023-003853

**CAUTION: External Email. Proceed Responsibly.**

Re: Coastal Development Permit RPPL 2023005678

Nancy Dopp  
[Ndpaddler@gmail.com](mailto:Ndpaddler@gmail.com)  
310-614-4800  
Applicant

My name is Nancy Dopp and I am a current rack customer for 2 spaces and have been for probably 10 years or more. I am a member of the Marina Del Rey Outrigger Canoe Club and have been for over 45 years. I am 72 years old and my current rack space is front and center which allows me easy access on and off with my canoe. I am recovering from knee replacement surgery and the location allows me to be able to use my canoe for necessary training and recovery from my surgery.

The accessibility of these racks are important for us along with ease for washing and cleaning. The proposed design shows wavy cutbacks in the walkway and a possible cover over the washing facility which will impede access and ease in clean up.

We are asking you to please make your design more accessible to all that rent these racks so we may continue our training and participate in our Marina.

Thank you for your consideration.

**From:** [DRP Public Comment](#)  
**To:** [Shawn Skeries](#); [Robert Glaser](#)  
**Cc:** [Elida Luna](#)  
**Subject:** FW: Coastal Development Permit No. RPPL2023005678 MEETING OCTOBER 2, 2024. PALAWAN WAY, MARINA DEL REY, CA  
**Date:** Tuesday, October 1, 2024 10:35:08 AM

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FYI

## RAFAEL ANDRADE

### SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)

Office: (213) 974-6409 • Direct: (213) 974-6557

Email: [randrade@planning.lacounty.gov](mailto:randrade@planning.lacounty.gov)

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**From:** KENT MOODY <[ksmaml@msn.com](mailto:ksmaml@msn.com)>  
**Sent:** Tuesday, October 1, 2024 10:30 AM  
**To:** DRP Public Comment <[comment@planning.lacounty.gov](mailto:comment@planning.lacounty.gov)>  
**Subject:** Coastal Development Permit No. RPPL2023005678 MEETING OCTOBER 2, 2024. PALAWAN WAY, MARINA DEL REY, CA

**CAUTION: External Email. Proceed Responsibly.**

REPORT TO THE REGIONAL PLANNING COMMISSION

PROJECT #: [PRJ2023-003853-\(2\)](#)

MEETING DATE: [OCTOBER 2, 2024](#)

[AGENDA ITEM: 7. PROJECT #: PRJ2023-003853-\(2\)](#)

From:

Kent Moody  
[ksmaml@msn.com](mailto:ksmaml@msn.com)  
310-889-4586  
Not applicant

To: The Regional Planning Commission

The following addresses some concerns re: the upcoming remodel project at 14110 Palawan Way, Marina del Rey, CA.

After reviewing the project, the first concern is the county boat storage racks which are being removed. There are 200 boat spaces on these racks, 100 of which are occupied by outrigger canoes and 100 other spaces occupied by

other water craft. **There currently is no plan** for storage and temporary relocation of these boat spaces during the proposed construction. This will leave 200 people without storage space and most of these people do not have alternate storage space available to them. It is suggested that storage space might be placed at the north end of Parking Lot 9 during this construction period (or possibly in lot 8). Additionally, **once construction is completed, there is no space planned for accommodating these 200 boat spaces.** This leaves 200 people without a place for their boats. The county is asking that these boats be relocated prior to the beginning of November. There is no guarantee that there will not be an appeal to this project. If there is an appeal, this could take a significant amount of time, during which time, these people will have nowhere to place their boats. The time frame for removing boats should be consistent with the actual start date of the construction project (such as the week prior to start of construction). This **MUST** be addressed prior to proceeding with construction to accommodate all of these boats.

Secondly: The stairway/pathway access to the boat wash area **is not feasible with trying to maneuver a 20 foot or longer boat.** A right or left hand turn at the top of steps/stairs, or on a zigzag pathway, is **impractical, dangerous, and nearly impossible,** especially in tight spaces. Stairways/steps need to be in a **direct straight line** to the washing area to prevent accidents and promote safety. The wash area itself is **small and very limited!** There really is also not a need to have the wash area covered. Hopefully, the wash area can be expanded and the pathway/stairway can be in a direct straight line without turns.

Thank you for your consideration and addressing these problems. It is critical that they be resolved in order to have a successful accessible facility.

Sincerely,

Kent S. Moody